

Project Specific Mitigation Measures Environmental Review #10-06

A. *Earth*

- A-1) All regulations, soil compaction tests, and other typical construction methods required for building in expansive soils shall be strictly adhered to. The Inspection Services Department will monitor compliance during the construction of the buildings.
- A-2) Prior to approval of a conditional use permit, the City shall review plans for drainage and stormwater run-off control systems and their component facilities to ensure that these systems are non-erosive in design.
- A-3) Upon completion of construction, subsequent Projects shall re-vegetate all exposed soil surfaces within 30 days, or as otherwise approved by the City, to minimize potential topsoil erosion. Reasonable alternatives to re-vegetation may be employed, especially during peak high temperature periods, subject to the approval of the City.
- A-4) Projects under review shall be required to submit temporary erosion control plans for construction activities.
- A-5) Prior to the issuance of building permits, the applicant shall design all structures according to the California Building Code Seismic requirements.
- A-6) Prior to the issuance of building permits, the applicant shall retain a qualified geologist to conduct soil samples throughout the Project area to identify expansive soils, and those areas shall be identified on a map for the City.
- A-7) Building plans shall be reviewed by a registered engineer specializing in geo-technical assessments to ensure that the soils can support the load.

B. *Air*

B-1) SJVAPCD (District) Driven future Mitigation Measures:

The San Joaquin Valley Air Pollution Control District (SJVAPCD) shall review all phases of the project to assess the impact to air quality and to establish acceptable mitigation measures. Hence, the City recognizes that additional mitigation measures may be applied to subsequent phases of the development of this area. While the action of the SJVAPCD is independent of City reviews and actions, their process allows the City to review proposed mitigation measures that could affect project design and operation. Any proposed changes are subject to approval by the City.

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Regionally, this project will not directly affect air movement, moisture, temperature, or change the climate of the San Joaquin Valley Air Basin. The individual impact of the project is considered less than significant. As Federal and State standards become more stringent upon vehicle emissions, the cumulative impact of the project will decrease.

The SJVAPCD regulates construction emissions during construction of a project through its Regulation VIII. These provisions require:

- Effective dust suppression for land clearing, excavation, land leveling, grading, and similar operations.
- Effective stabilization of all disturbed areas of a construction site, including storage piles, not used for seven or more days.
- Control of on-site fugitive dust from on-site unpaved roads and off-site unpaved access roads.
- Removal of accumulations of mud or dirt at the end of the work day or once every 24 hours from paved public ways, shoulders and access ways adjacent to the site.

District Regulation VIII requires that a dust control plan be prepared, and violations of this the requirements of this regulation are subject to enforcement action. Violations are indicated by the generation of visible dust clouds and/or generation of complaints.

B-2) Construction contracts shall require the primary contractor to prepare and submit a dust control plan to the SJVAPCD that incorporates all the requirements of Regulation VIII and the following additional measures:

- Limit traffic speeds on unpaved surfaces to 15 mph.
- Suspend excavation and grading activities when winds exceed 20 mph.
- Limit the size of areas subject to excavation, grading, or other construction activities at any one time to avoid excessive dust.
- Install sandbags or other erosion control measures to prevent silt runoff to public roadways from sites with a slope greater than one percent.
- Make maximum use of diesel equipment equipped with catalytic converters and particulate traps.
- Curtail construction during "Spare the Air Days" declared by SJVAPCD.
- Equipment not in use for more than 10 minutes should be turned off.
- Limit the hours of operation of heavy-duty equipment and/or the amount of equipment in use.

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- Whenever feasible and cost effective, use electrically driven equipment (provided they are not run by a portable generator) or alternatively-fueled equipment/vehicles.

- B-3) Trees shall be placed near sidewalks to provide shade on the majority of its surface.
- B-4) The site plan for phase one shall be modified to include a transit shelter (location to be determined by the Planning Staff with input from the local transit authority).
- B-5) On-site sidewalks shall connect with adjacent sidewalk in the public right-of-way and the bike path located on the western boundary of the project.

C. Water

- C-1) Prior to approval of conditional use permits, the applicant shall demonstrate to the City that storm drainage facilities are adequate to meet Project demands and that improvements are consistent with the City's Stormwater Master Plan and any updates.
- C-2) Prior to approval of subsequent development projects, the applicants shall demonstrate to the City that temporary erosion control measures will be followed during construction.

D/E. Plant/Animal Life

- D/E-1) Prior to beginning construction, the developer shall have a certified biologist review the site to insure that no endangered animal and/or plant species are present. If endangered animal and/or plant species, all necessary mitigation measures shall be employed to protect such species. This report shall be submitted to the City of Merced and all proposed mitigation measures shall be approved by the City of Merced.
- D/E-2) All landscaping for the site shall incorporate the use of native plants and reasonable efforts shall be made to preserve any existing trees on the site.

F. Noise

- F-1) Grading and construction activity shall be limited to daylight hours (between 7 a.m. and 7 p.m.) in areas where noise sensitive receptors are located.

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- F-2) No individual piece of equipment shall produce a noise level exceeding 83dBA at a distance of twenty-five feet from the source. If the device is housed within a structure on the property, the measurement shall be made outside the structure at a distance as close to twenty-five feet from the equipment as possible.
- F-3) In noise sensitive areas, construction equipment, compressors, and generators shall be fitted with heavy duty mufflers specifically designed to reduce noise impacts.
- F-4) The noise level at any point outside of the property plane of the project shall not exceed 86 dBA.
- F-5) The applicants shall submit evidence to the City which outlines proposed noise attenuation measures for the residence inn designed to decrease noise impacts prior to issuance of building permits. The City shall review and approve noise mitigation as necessary.

G. Light & Glare

- G-1) All lighting in Phase One of the project area shall be shielded, directed downward, and away from adjoining properties and rights-of-way. Light shields shall be installed and maintained consistent with manufacturer's specifications, and shall reduce the spillage of light on to adjacent properties to less than two foot-candles, as measured at the adjacent property line.
- G-2) Lighting fixtures shall be designed to produce the minimum amount of light necessary for safety purposes.
- G-3) Site landscaping in Phase One of the project shall include vegetation designed to shield adjacent properties from light and glare. Exterior glazing shall have a light reflectance our less than 10%.

M. Transportation/Circulation

- M-1) Install all necessary road improvements to complete the north half of Yosemite Avenue from the intersection of G Street east to the end of the project frontage.
- M-2) Construct Sandpiper Drive with full improvements from Yosemite Avenue north to the end of the project's frontage with a temporary cul-de-sac bulb a the north end until the street is fully constructed with Phases Two and Three.

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- M-3) Construct all necessary improvements on G Street along the project frontage. This includes a median with a south-bound turn lane and a north bound turn lane into the project site.
- M-4) The developer shall work with Merced County Transit (The Bus) to install a minimum of one bus shelter near the project site.
- M-5) Provide bike racks throughout the project site. The number bike racks shall be equal a minimum of 10% of the number of vehicle parking spaces provided.
- M-6) Provide connectivity throughout the site for pedestrian and bicycle travel. Connectivity shall be provided from all frontages into the project site. The developer shall make every effort to encourage all methods of travel other than single vehicular travel.
- M-7) Along with the right-turn-only driveway, the project shall provide a continuous right-turn auxiliary lane along the project's G Street frontage. This will eliminate the undulating curb line that would result with distinct acceleration and deceleration lanes at the driveway and the adjacent intersections. It will accommodate the deceleration and acceleration needs of the driveway and the adjacent intersections. It should not continue through the adjacent intersections, but should terminate at the intersections with a channelizing device that forces all traffic in the lane to turn right at the intersection.

N. Public Services

- N-1) Prior to the issuance of building permits, the applicant shall be responsible for the payment of school facility impact fees as adopted by the Merced City School District and Merced Union High School District.

P. Utilities

- P-1) Prior to the issuance of building permits, the applicant shall demonstrate to the City the ability of service providers to accommodate development of the site without service interruptions to existing customers.

R. Aesthetics

- R-1) Phase one of the project shall be developed as a commercial and office "plaza" with standards for adequate landscaping, screening, buffering, compatible architecture, signing, etc. Particular emphasis shall be paid to the visual appearance along perimeter and interior roadways. For example, dense

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landscaping shall be provided along all property frontages and within the project area. The corner of Yosemite Avenue and G Street shall be designed so as to create an open and inviting feel for pedestrian and bicycle traffic. All materials shall be of high-quality and all architectural designs and features shall be varied and articulated to provide visual interest. The design shall be pedestrian-oriented and inviting. Because all elevations will be visible from either the public right-of-way, all building elevations shall include a high level of architectural features and design. All subsequent phases shall include high-quality materials. Specific design standards shall be reviewed prior to the start of any other phase of construction.

S. Recreation

- S-1 Any approved site plan will incorporate the needs of the City of Merced bike path system, and shall be designed not to detract from the use and enjoyment of the pathways.

T. Cultural Resources

- T-1 If evidence of archaeological artifacts is discovered during construction, all operations within an area at and adjacent to the discovered site shall halt until a qualified archaeologist determines the extent of significance of the site.
- T-2 On-site preservation of a resource is the preferred alternative. Preserving a cultural deposit maintains the artifacts in context and may prevent inadvertent discovery of, or damage to, human burials. Preservation may be accomplished through a number of means such as capping or covering the site with a layer of soil, fencing the site area, and/or incorporation of the resource in a park area.